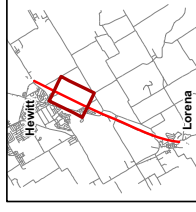


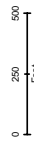
APPENDIX A

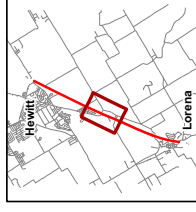
POTENTIAL ENVIRONMENTAL CONSTRAINTS PLATES



Legend

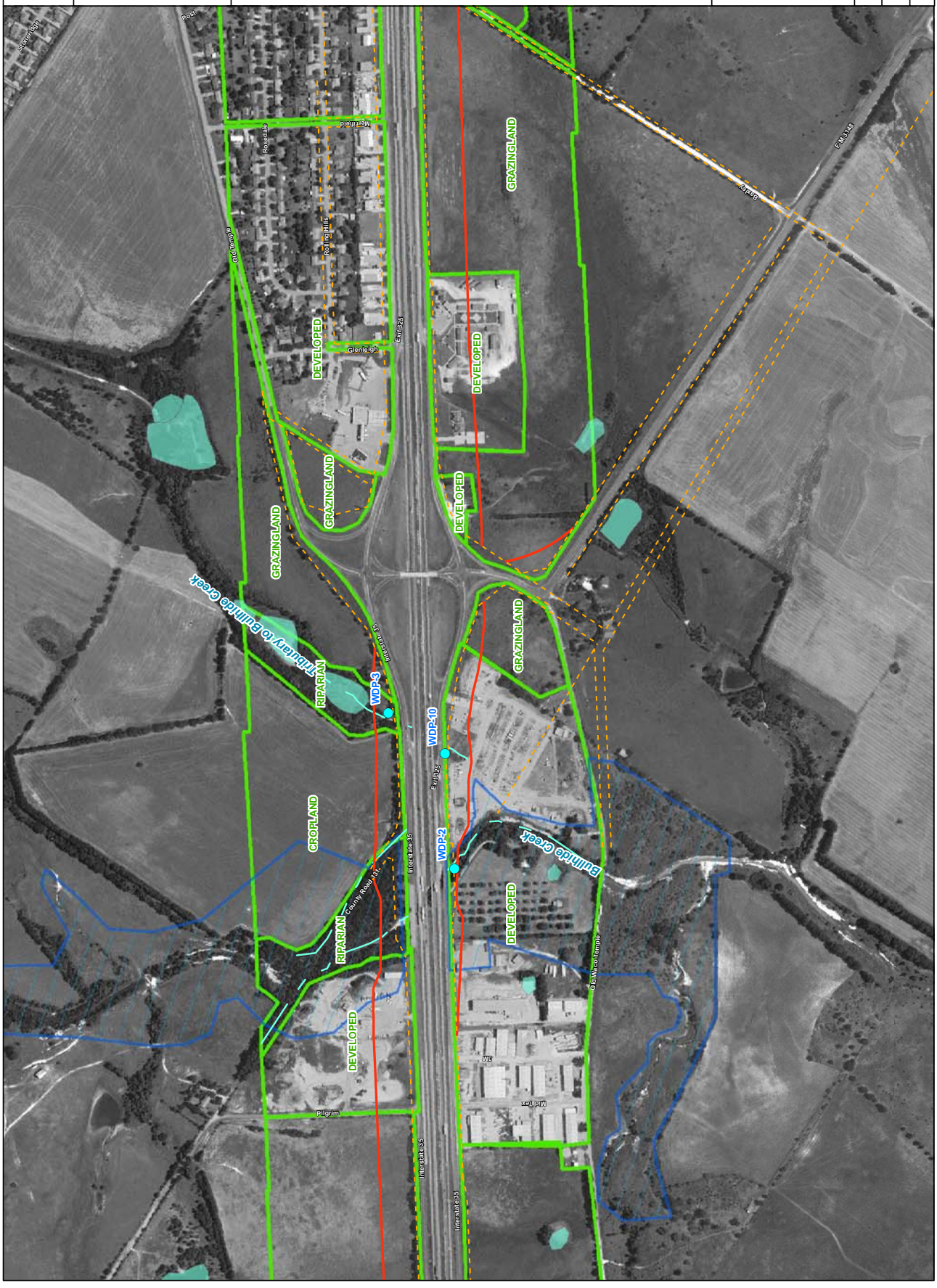
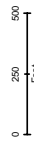
- Proposed Right-of-Way
- Existing Right of Way
- NWI Wetlands (Linear)
- Wetlands of the U.S. Data Point
- NWI Wetlands (Polygonal)
- FEMA 100 Yr. Flood Plain
- Land Cover Type

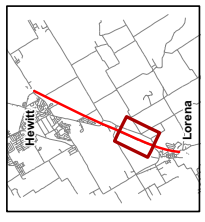




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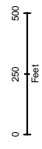
- Proposed Right-of-Way
- Existing Right of Way
- NWI Wetlands (Linear)
- Wetlands of the U.S. Data Point
- NWI Wetlands (Polygonal)
- FEMA 100 Yr. Flood Plain
- Land Cover Type





Legend

- Proposed Right-of-Way
- Existing Right of Way
- NWI Wetlands (Linear)
- Waters of the U.S. Data Point
- NWI Wetlands (Polygonal)
- FEMA 100 Yr. Flood Plain
- Land Cover Type

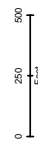
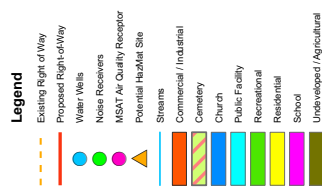


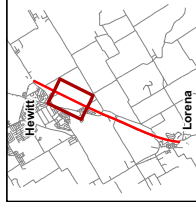


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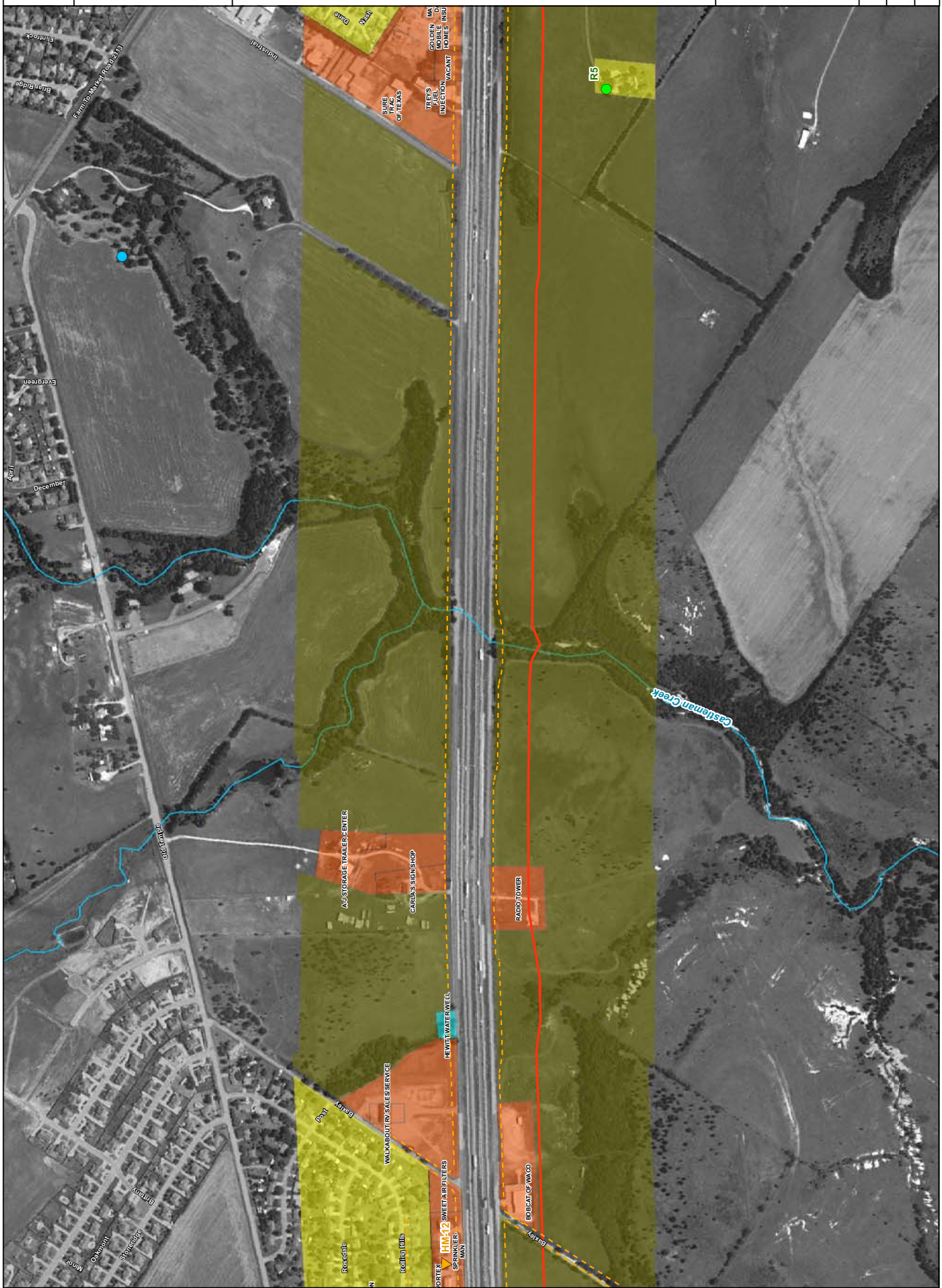
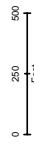


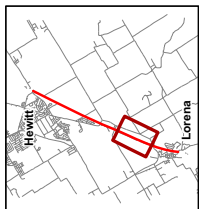
Plate 2-1



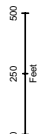


- Legend**
- Existing Right of Way (dashed orange line)
 - Proposed Right-of-Way (solid orange line)
 - Water Wells (blue circle)
 - Noise Receivers (green circle)
 - MSAT Air Quality Receptor (yellow circle)
 - Potential HazMat Site (pink triangle)
 - Streams (blue line)
 - Commercial / Industrial (orange)
 - Cemetery (light blue)
 - Church (light green)
 - Public Facility (light yellow)
 - Recreational (light green)
 - Residential (light yellow)
 - School (pink)
 - Undeveloped / Agricultural (olive green)





- Legend**
- Existing Right of Way
 - Proposed Right-of-Way
 - Water Wells
 - Noise Receivers
 - MSAT Air Quality Receptor
 - Potential Hazard Site
 - Streams
 - Commercial / Industrial
 - Cemetery
 - Church
 - Public Facility
 - Recreational
 - Residential
 - School
 - Undeveloped / Agricultural

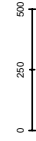
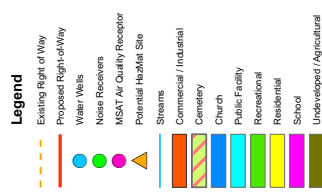


HUMAN ENVIRONMENT

JUNE 2007

Plate 1-2

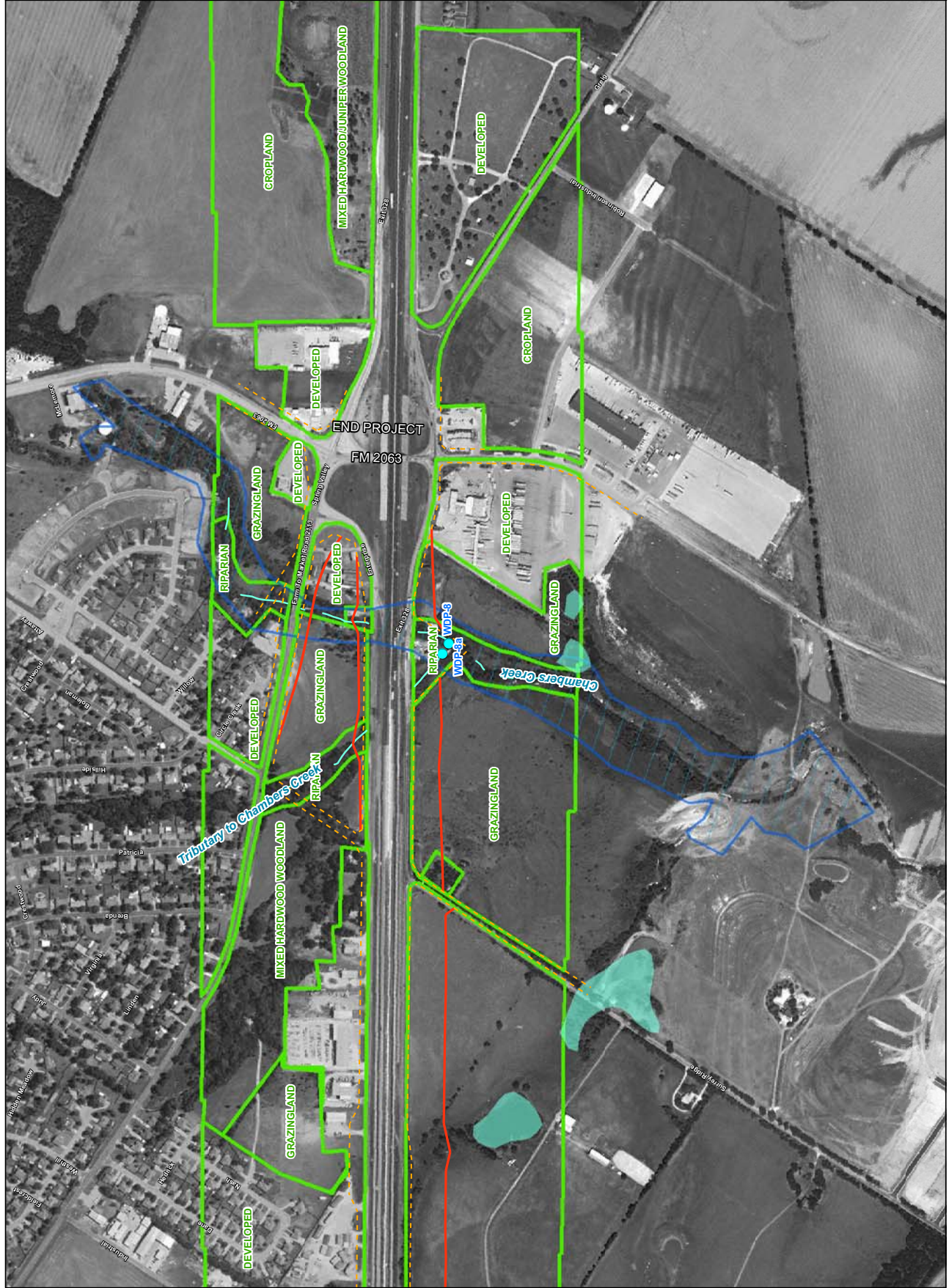
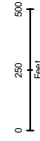






Legend

- Proposed Right-of-Way
- Existing Right of Way
- NWI Wetlands (Linear)
- Waters of the U.S. Data Point
- NWI Wetlands (Polygonal)
- FEMA 100 Yr. Flood Plain
- Land Cover Type



APPENDIX B

PROJECT AREA PHOTOS



1. Tributary to North Cow Bayou, Water Data Point 1.



2. Bull Hide Creek, Water Data Point 2.



3. Tributary to Bull Hide Creek, Water Data Point 3.



4. Chambers Creek, Water Data Point 8a.



5. Castleman Creek, Water Data Point 6.



6. IH 35 looking south from the project's northern terminus.



7. Tributary to North Cow Bayou on the west side of IH 35, looking west towards North FM 2837 from the IH 35 frontage road.



8. Tributary to North Cow Bayou on the west side of IH 35, looking east towards IH 35 from North FM 2837.

APPENDIX C

PUBLIC INVOLVEMENT

SUMMARY AND ANALYSIS
IH 35 PUBLIC MEETING
FM 2837 SOUTH TO FM 2063
McLENNAN COUNTY

A public meeting was held on Thursday, June 29, 2000, at the Lorena High School commons in Lorena, Texas. Doors opened at 6:00 p.m. to allow the public to view the displays prior to the meeting. Exhibits included current and proposed typical sections, an aerial photo display, a constraints map, and a tentative construction schedule. Registration tables were located near the front and rear entrances to the commons. Handouts included an agenda/fact sheet with a location map, a written comment sheet, a Speaker Registration card, and the project Executive Summary. One hundred four (104) private citizens and sixteen (16) public officials attended the meeting.

John Obr, PE, Director of the IH 35 Project Office, opened the meeting at 7:05. Mr. Obr explained that the purpose of the meeting was to obtain feedback from the public. He then introduced public officials and TxDOT officials as well as the consultant on this section of the corridor. Mr. Obr introduced facts regarding the 94-mile corridor and the proposed project including current and forecasted average daily traffic (ADT).

Mr. Obr explained the need for right-of-way acquisition along the corridor. He then spoke about the North American Free Trade Agreement (NAFTA) and its effects on Interstate 35 and TxDOT. Mr. Obr also listed many of the design criteria and goals for the project and explained projects currently in progress north of Waco. He briefly summarized the Executive Summary and discussed some of the included tables. He then reiterated some of the ramp issues and the overall need for the reconstruction of the Interstate corridor before turning the meeting over to Alisa Polansky, PE.

Ms. Polansky expanded on the methods by which attendees could convey their comments and further explained the constraints map. She then detailed considerations involved with environmental impacts including documentation, route selection, and noise impacts.

David Neuman, PE, spoke concerning the history of the corridor and its age as a warrant for reconstruction. He also discussed design guidelines for the proposed reconstruction project including ramp and access issues. He also explained the background and perspective of the IH 35 Project Office.

Clark Gauer, PE, then introduced other exhibits including typical rural plans, typical sections, and the construction flow chart. Mr. Gauer elaborated on the traffic management strategy that the Project Office uses. He also discussed constructibility issues related to the project including the differences between this area and the current project in Williamson County.

Mr. Obr recessed the meeting at 8:00 to allow attendees to review the displays and ask questions of TxDOT and consultant representatives. He requested that those wishing to speak after the recess complete and turn in a speaker card.

After the thirty (30) minute intermission, one (1) speaker card was received, and several people made comments on an anonymous basis. These comments are detailed in the attached *Summary of Comments*.

At 8:45 p.m., Mr. Obr closed the meeting and suggested that if anybody else had any questions, that the representatives would stay a while longer to help them with the exhibits. He also thanked the City and the Lorena School District for the use of their facility and reiterated that there would be a follow-up meeting in about six (6) to nine (9) months. He concluded by thanking the public for their attendance and their input on the project.

Four (4) written comments/letters were received after the meeting.

SUMMARY OF COMMENTS
IH 35 PUBLIC MEETING
FM 2837 SOUTH TO FM 2063
McLENNAN COUNTY

VERBAL COMMENT 1: Mr. Thomas Brick

Mr. Brick stated that he lives near the southbound Bruceville exit, and his mobile home is about 75 feet from the frontage road. If they take property from that side, he asked whether the State will locate his home in a different area or will he have to buy another piece of property.

RESPONSE 1:

Mr. Obr answered that it is incumbent upon the department to relocate businesses and residences as part of the right-of-way acquisition process if that is necessary.

VERBAL COMMENT 2: Anonymous

The speaker asked why TxDOT would reconstruct three (3) lanes when four (4) lanes may be needed by the time construction is complete.

RESPONSE 2:

Mr. Obr responded by saying that it would be an easy retrofit to add the extra lanes later. In ten to twelve years, we may decide to add the fourth lanes at that point.

VERBAL COMMENT 3: Anonymous

The speaker asked about the possibility of installing call boxes for safety situations.

RESPONSE 3:

Mr. Obr responded that some areas of the state have them, but he doesn't know what the criteria is for installing them. He added that it will be looked into and at least have a reason why or why not they should be used. The biggest problems are where do you get the phone line out there and where do you pull over safely and then walk to the call box.

VERBAL COMMENT 4: Anonymous

The speaker wanted to know if recycled rubber will be used on the project and added that there needs to be a market for used tires.

RESPONSE 4:

Mr. Obr said that the department uses it as much as possible as additives in the asphalt, and in bridge headers as is being experimented with in El Paso. He agreed that it is a good idea, but it can be difficult for engineers to try to find ways to use all these recycled materials.

VERBAL COMMENT 5: Anonymous

The speaker inquired how the project could be completed more quickly and asked if the whole project was going to be built all at once.

RESPONSE 5:

Mr. Obr stated that one thing we do not want is the whole corridor under construction because the travelling public needs opportunities to get out of a construction zone and that nobody wishes to drive through a fifty (50) mile long construction zone. He added that one of the biggest factors for the long duration is right-of-way acquisition and utility relocation. Mr. Obr also confirmed that there would not be twelve (12) years of solid construction on the road.

SUMMARY OF COMMENTS
IH 35 PUBLIC MEETING
FM 2837 SOUTH TO FM 2063
McLENNAN COUNTY

WRITTEN COMMENT 1: Mrs. Kathy Lina

Mrs. Lina expressed concern over the current and future noise levels in her neighborhood from Interstate 35 traffic. She added that she would be satisfied with a sacrifice in accessibility for the installation of a noise barrier wall.

RESPONSE 1: No response necessary.

WRITTEN COMMENT 2: Mr. R. D. Wilcox

Mr. Wilcox commented that with the complications associated with construction zones such as congestion and accidents, it might be better to expand to four lanes in each direction now, rather than expanding to three lanes first with the fourth coming later.

RESPONSE 2: No response necessary.

WRITTEN COMMENT (LETTER) 3: Ms. Tonya Wiginton

Ms. Wiginton is representing a property owner who has plans for development adjacent to the Interstate. She requested drawings of proposed changes to the interstate.

RESPONSE 3:

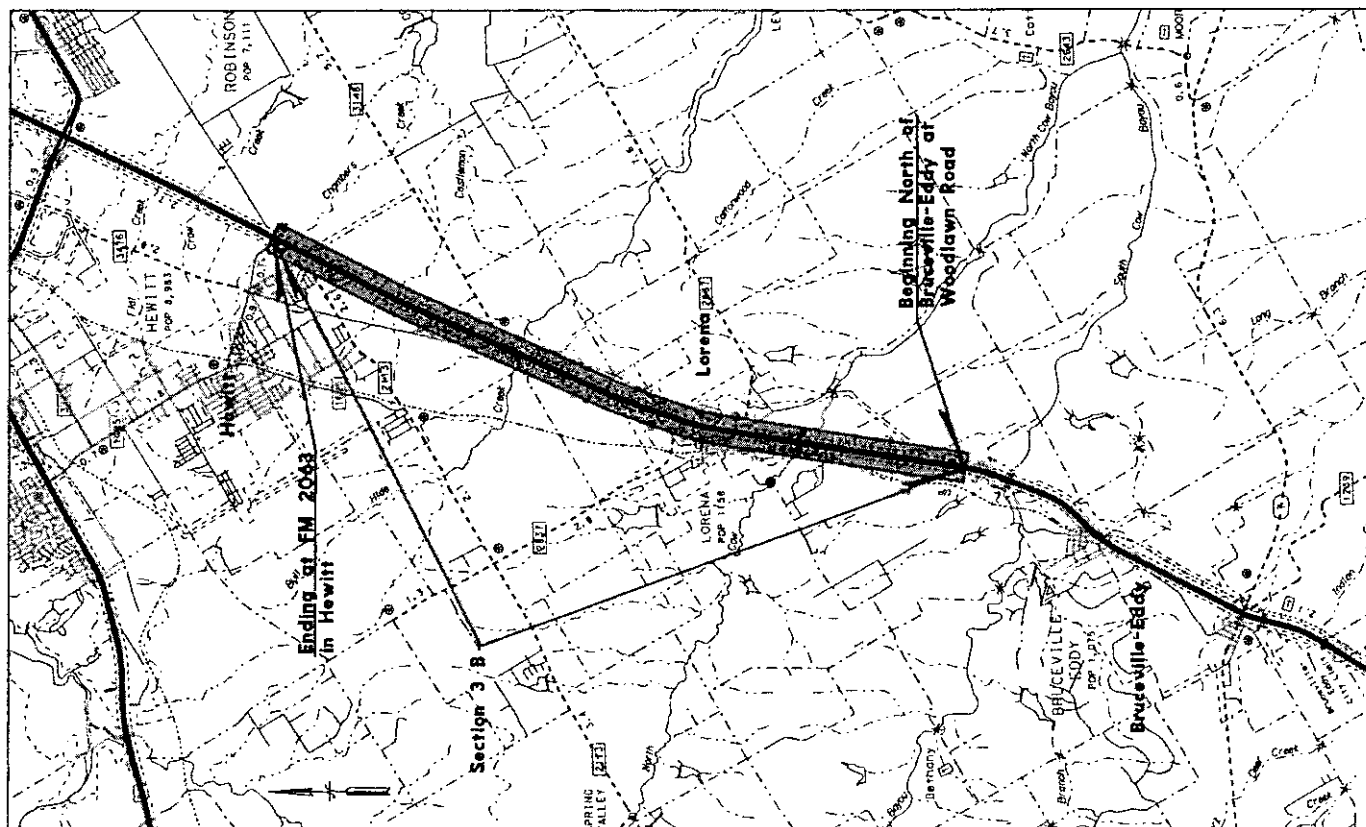
Mr. Obr wrote to say that no plans have been developed, and that more information would be available at the next series of public meetings. He also asked that development plans be brought to TxDOT's attention if they are on a tighter schedule than the public meetings.

WRITTEN COMMENT (LETTER) 4: Mr. Darrell Newman

Mr. Newman said that he makes daily trips to the Bruceville Eddy Post Office. He is concerned because if the frontage roads are converted to one-way facilities, his trip would increase by 4 to 6 miles because he would have to travel north to Lorena, then back south to Bruceville. Mr. Newman also inquired about the process to add a driveway from the frontage road to his property.

RESPONSE 4:

Mr. Obr responded by writing that TxDOT is sensitive to the access issues of residents and route issues of school buses and emergency vehicles. He added that the department also has to consider the safety of ramp locations where 2-way traffic is involved.



AGENDA

- I. Welcome & Introductions
John Obr, P.E., Project Director
- II. Project Development
John Obr, P.E.
- III. Project Description
Clark Gauer, P.E.
- IV. Public Question/Comment Session
- V. Closing
John Obr, P.E.

Thank you for your attendance and input this evening. This is the 2nd Public Meeting to be held concerning the development of the I-35 corridor in this area. This is the last scheduled Public Meeting for this section. A subsequent Public Hearing detailing the proposed expansion in this area will be scheduled for late 2002. The public involvement process will close for this section upon conclusion of the 10-day comment period following the Public Hearing.

To discuss project information contact the Interstate Project Office at the address below. Written comments concerning this project will also be accepted. For these comments to be included in the published public meeting summary they need to be received no later than 10 days after this meeting:

Texas Department of Transportation
801 Austin Avenue, Suite 1030
Waco, TX 76701
(254) 754-8087

Additional information is available at the I-35 project website:
www.i35waco.com

PROJECT DESCRIPTION

PROJECT BACKGROUND

This project is part of the Waco District IH 35 Corridor Improvement Plan which extends 94-miles through Central Texas. These limits extend from south of the Williamson County Line (Approximately 6 miles south of Salado) to the IH 35 E/W split north of Hillsboro.

AVERAGE TRAFFIC COUNTS IN LORENA

Year:	<u>1999</u>	<u>2025</u>	<u>2035</u>
Avg. Daily Traffic Volume:	48,500	84,200	98,050

PROPOSED PROJECT

This project will expand the existing highway from four lanes to six lanes which in future construction can be increased to 8 lanes. A concrete traffic barrier will be installed between the northbound and southbound main lanes to increase safety. Additional safety improvements will include converting all frontage roads along the entire corridor from two-way operation to one-way operation and improving the alignment of existing entrance and exit ramps.

PROJECT SEQUENCE

- Fall 2002 environmental clearance is anticipated to be completed.
- Right-of-way acquisition will commence after environmental clearance.
- Early 2003: construction to replace bridges which cross over the IH 35 main lanes:
 - FM 2837 North
 - FM 2837 South
 - FM 3148
- 2004: construction of one frontage road from FM 2837 South to FM 2063 to allow for future reconstruction of the mainlanes.

SUMMARY AND ANALYSIS
IH 35 PUBLIC MEETING
WOODLAWN ROAD TO FM 2837 NORTH
McLENNAN COUNTY

A public meeting was held on Thursday, May 3, 2001, at the Lorena Elementary School cafeteria in Lorena, Texas. Doors opened at 6:00 p.m. to allow the public to view the displays prior to the meeting. Exhibits included current and proposed typical sections, an environmental constraints map, typical ramp configurations, a layout showing proposed right-of-way lines for two options, and a layout showing proposed alignments for the preferred option. A registration table was located near the front entrance to the cafeteria. Handouts included an agenda/fact sheet with a location map, a written comment sheet, and a Speaker Registration card. Forty-seven (47) private citizens and three (3) public officials attended the meeting.

John Obr, PE, Director of the IH 35 Project Office, opened the meeting at 7:00. Mr. Obr explained that the purpose of the meeting was to discuss Interstate expansion from just North of Woodlawn Road to FM 2837 North in Lorena. He then introduced public officials and TxDOT officials who were in attendance. Mr. Obr addressed the agenda, detailing how attendees may make public comment or question later in the meeting and how written comment may be submitted after the meeting.

Mr. Obr explained that this was the second public meeting for this area, which was the last scheduled until the public hearing, which should be held early in 2002. He stated that the public involvement process would be concluded after the ten (10) day comment period following the public hearing. It was explained that the meetings divided the Interstate into smaller sections to reduce attendance so TxDOT officials may interact with the public one-on-one. Mr. Obr then brought attention to the Project Background, Average Traffic Counts, Proposed Project, and Project Sequence sections of the handout before turning the meeting over to Clark Gauer, PE.

Clark Gauer, PE, then provided a summarization from the first public meeting approximately ten months earlier. He reiterated that construction would begin near LP 340 in Waco and move south. The construction project in that area is expected to be let in 2003. Mr. Gauer said that the first mainlane and frontage road contract south to FM 2063 would be let in 2004 with the first construction in the Lorena area occurring in about 2006. He added that in 2009 or 2010, construction south of Lorena should begin. Other projects that will be under construction in the mean time include the bridges at FM 3148, FM 2837 North, and FM 2837 South, which must be completed prior to mainlane reconstruction. Mr. Gauer also stated that according to the traffic management strategy, one frontage road would also be built prior to mainlane work proceeding.

Mr. Gauer then spoke on several safety issues relevant to the corridor and how these issues are being addressed. First, the conversion of all frontage roads to a one-way system will eliminate the possibility for a head-on collision at ramp locations. Secondly, he mentioned that throughout the 94-mile corridor, a traffic barrier would separate the northbound and southbound mainlanes. Mr. Gauer then addressed the engineering concept of "clear zone" which requires thirty (30) feet of right-of-way from the outside of travel lanes in rural areas to allow for vehicle recovery.

Finally, he commented about the safety problems with the existing “slip ramp” designs, some of which are only 200 to 300 feet in length and are very dangerous. Proposed ramps will be 1200 to 1500 feet long to conform to federal standards at a 50-mph design speed.

Mr. Gauer elaborated on the traffic management strategy, which must handle 50,000 vehicles per day during construction. By moving the existing centerline on the order of 15 feet to the east or to the west, construction may be phased to allow 2 lanes of traffic to be maintained in each direction at all times. This will also traffic barrier to be on only one side of the travel lanes at a time, and will allow for a larger shoulder in some areas.

Mr. Gauer then explained some of the exhibits on display. He explained that from FM 2837 South toward Woodlawn Dr. is considered rural and between the FM 2837 structures in Lorena is considered urban from a design standpoint, and therefore different criteria were used for each section. He also explained the right-of-way exhibit, which showed proposed property impacts for the two options, with the pink lines representing the 15-foot west option and the orange lines showing proposed right-of-way lines for the 15-foot east option. Also on display was a more developed schematic drawing of the preferred option, which consisted of the east offset alignment and a “wide” typical section through Lorena. Mr. Gauer explained that a “narrow” option would require little or no right-of-way acquisition through town, but would not allow ramps between the FM 2837 structures and would require barriers between the frontage roads and mainlanes as well as along the centerline of the mainlanes. The preferred “wide” option requires approximately 40-feet of additional right-of-way on the east side of the interstate.

Finally, Mr. Gauer pointed out that some of the cross-structures would be realigned as shown, with the result that the proposed structures may not be perpendicular to the mainlanes, and he welcomed questions and comments regarding those alignments. The meeting was then turned back over to Mr. Obr.

Mr. Obr stated that the exhibits are working drawings and that the environmental document regarding this project is still developing. He also said that no right-of-way would be acquired until the final plan has been approved by the Federal Highway Administration and the environmental process has concluded. Mr. Obr indicated that booklets were available detailing the right-of-way acquisition process and that Bernadette Little, the R.O.W. Agent for the Interstate Project Office, was present to help answer any questions.

Mr. Obr recessed the meeting to allow attendees to allow attendees to review the exhibits and ask questions of the TxDOT and consultant representatives. He requested that anybody wishing to speak after the recess should complete and turn in a speaker card.

After the twenty (20) minute intermission, three (3) speaker cards were received. These comments are detailed in the attached *Summary of Comments*.

After the comments, Mr. Obr thanked the community for their attendance, and invited all to the next meeting on Tuesday, May 8 to discuss the area from FM 2837 north of Lorena to Hewitt. He stated that the public hearing would be early in 2002, and in the mean time, citizens were welcome to visit the Interstate Project Office to discuss issues personally. He suggested that if

anybody else had any questions, representatives would stay a while longer to help answer them. He concluded by again thanking the public for their attendance and thanking the Lorena School District for the use of their facility.

Four (4) written comments/letters were received after the meeting.

SUMMARY OF COMMENTS
IH 35 PUBLIC MEETING
WOODLAWN ROAD TO FM 2837 NORTH
McLENNAN COUNTY

VERBAL COMMENT 1: Mr. Jack Masters

Mr. Masters stated that his question had already been answered during intermission.

RESPONSE 1: No response necessary.

VERBAL COMMENT 2: Ms. Sonja Root

It was determined that Ms. Root had left the meeting.

RESPONSE 2: No response necessary.

VERBAL COMMENT 3: Mr. Carl Umlauf

Mr. Umlauf expressed his displeasure with the increase of train traffic and truck traffic and the corresponding increase in noise. He voiced a desire to see trucks rerouted along an alternate corridor. He stated that this is the most dangerous highway in the country as far as fatal accidents and that the Texas portion of Interstate 35 is the most dangerous portion of its entire length. He also stated that there was a 56% increase in truck traffic, as opposed to the 30% that was presented in the previous meeting. Mr. Umlauf said that he felt truck traffic is the problem and it should be dealt with by rerouting, rather than expanding through small towns. He added that expanding the interstate is contributing to the problem rather than relieving it.

RESPONSE 3: No response necessary.

VERBAL COMMENT 4: Anonymous

One gentleman asked if another crossover could be added in Lorena so that he wouldn't have to drive so far to be able to turn around because of the one-way frontage roads.

RESPONSE 4:

Mr. Obr stated that he would be happy to hear further comments about that subject, and that he's already discussed the reasons for converting to a one-way frontage road system in order to eliminate the possibility for head-on collisions at the exit ramp locations.

VERBAL COMMENT 5: Anonymous

One woman asked that in that case, could more crossovers be added so that people don't have to drive out of their way to turn around.

RESPONSE 5:

Mr. Obr responded that it is something that is looked at, but this section of Interstate 35 has more crossings and ramps than any other section of the interstate probably along its entire length. The reason for that is because the road was originally US 81, and was not designed as an interstate. For that reason, this portion of the highway has a great deal of access, which causes problems as far as safety and accidents. He added that an interstate is designed to allow free travel of traffic, and it does not need to act as a local street.

The woman then stated that she didn't really care about the highway traffic and that she was more concerned about the quality of life and how it will be impacted by the project.

Mr. Obr responded that he understood her point.

She replied that apparently he did not.

Mr. Obr said that these are all issues that are taken back to the office and looked at.

VERBAL COMMENT 6: Mr. Carl Umlauf

Mr. Umlauf stated that he agreed 100% to the previous comments and added that it is the quality of life that he was concerned about, and added that the State was destroying the quality of life in Lorena by expanding the freeway.

RESPONSE 6:

Mr. Obr responded by saying that there are many towns off the interstate corridor that very much like having the interstate running through them because of the economic prosperity that has come with it. He added that there are quite a few ghost towns in central Texas that have disappeared...

Mr. Umlauf interjected that he would rather be in a ghost town than what the town was facing right now.

Mr. Obr responded that there might be a lot of people that would disagree with that, and as he said earlier, TxDOT will be looking in the long range at other corridors, but there will be the same issue that nobody else wants the corridor moved into their backyard either. He also said that Interstate 35 has been where it's been for 50 years, and as engineers, we've got to try to develop and expand a facility that is considerably outdated and under-designed, and do it properly so that the result is a modern, updated freeway. He added that in the time it would take to relocate the corridor, it would cost that many more lives and that many more dollars, so you

have to go through the process of planning to do that. Mr. Obr said that what the State is trying to do is get as much as possible, with what it has, with as little impact as possible. He said that TxDOT is trying very hard in conjunction with the ten communities along the 94-mile corridor to reach that goal, and that the majority of the people who moved close to the interstate realized that it was there. The Department did not create the economic boom in central Texas, which resulted in the doubling of traffic volume every 20 years. What TxDOT has to do is build a facility that can handle the traffic, and there are a lot of political leaders that want to see traffic continue to use Interstate 35. He reiterated that he understood Mr. Umlauf's point of view, but as engineers, we get between a rock and a hard place and try to do what's best for the traveling public while working with the communities, and that effort is being made.

VERBAL COMMENT 7: Anonymous

Another attendee remarked that she has lived along the interstate since 1978, and even though her property is adjacent to the service road, the interstate traffic doesn't bother her. In response to the request for additional crossovers, she has more problems with the people driving on FM 2837 driving onto and disrupting her property than she has ever had with the interstate traffic, and she doesn't feel that adding crossovers would help.

RESPONSE 7:

Mr. Obr said that he also lives next to the highway, and he never gets used to the noise and that trucks can frequently be heard at all hours. He added that when he moved there 5 years ago, he knew the highway was there so he had nobody to blame but himself. He also conceded that the citizens of Lorena weren't told 20 years ago that traffic volumes from 25,000 to 50,000 vehicles per day (VPD). Mr. Obr said that we're telling you now that in the next 20 years, traffic will increase from 50,000 to 100,000 VPD until it becomes a parking lot, where it's stop and go like it is in Austin. The point of this project is to get a head start on that problem so that we can keep traffic moving through.

VERBAL COMMENT 8: Anonymous

This attendee (same as comment 5) asked if there would be a concrete barrier between the northbound and southbound mainlanes, and another barrier between the mainlanes and the frontage road.

RESPONSE 8:

Mr. Obr clarified that it would only be the case if no right-of-way were purchased in town. In order to fit all of the lanes in the current width, then we would need the barrier to prevent vehicles from inadvertently leaving the mainlanes and running onto the frontage road with no room to recover. We would add the barrier to keep that to a minimum.

The woman then stated that the barriers wouldn't add to the aesthetics or interest in the town. She asked why anybody would want to stop in a town that is surrounded by concrete because that is all they would see.

Mr. Obr responded that if the wider option were used, there will be green spaces, and the bridges will be redesigned and rock settings will be in place and it will look much nicer, and the State fully intends to do that. He added that it will be a first class facility and it will not look anything like what is currently in place. Some people may like what is out there now, but if you've experienced new highways being designed Austin, it will come across with the same flare that it has there. He admitted that it may be four lanes in each direction, which is a lot of pavement, but outside of that there will be grass buffers and plantings, which weren't presented this evening, but it will be at the public hearing. In the mean time, TxDOT will be working with city officials on that issue. Mr. Obr said he didn't know if we can come back and present it, but it will be looked at.

The woman said that at the public hearing, TxDOT would present the plan that it will submit to Austin, so that means that none of the public comments at the hearing will make any difference.

Mr. Obr answered that we will still have to finish that document, and it takes up to six months to get final approval of that planning document. He added that the federal government still has to review it.

The speaker then voiced her opinion that the federal government wouldn't care any more than the people in Austin do.

Mr. Obr replied that they do indeed care, and that was the reason why we must go through all this work to make sure that public input is received.

VERBAL COMMENT 9: Mr. Carl Umlauf

Mr. Umlauf stated that he was concerned about Lorena, and that he doesn't want the residential town to be pushed aside by a commercial project.

RESPONSE 9:

Mr. Obr said that he understands that, and when he was in Salado a month ago, they have the same issues. He added that there are typically visitors from several communities who come to the meetings to ensure that TxDOT is treating all of the communities equally. It is the same issues because Salado is a very historic town and the same issues apply to Troy, Bruceville-Eddy, and West. All of these communities are small towns with the interstate running through the middle of them.

Mr. Umlauf then said that he wished TxDOT could find another route to benefit the lives of the citizens of Texas. He added that the most important thing that should be done is to protect motorists' safety, referring to the damage that a commercial truck can do to cars. Mr. Umlauf

reiterated that this is his main argument, and that it shouldn't even be an issue. He also asked if someone was taking minutes of the meeting.

Mr. Obr answered yes before asking if there were any more comments and then closing the meeting.

SUMMARY OF COMMENTS
IH 35 PUBLIC MEETING
WOODLAWN ROAD TO FM 2837 NORTH
McLENNAN COUNTY

WRITTEN COMMENT 1: Mr. Daniel M. Downey

Mr. Downey was in favor of the preferred plan presented May 3, 2001. Would like to see an overpass at Telephone Rd. on the NB side of IH 35 about 1 mile south of Exit 322.

RESPONSE 1: TxDOT will consider the addition of a crossover south of Lorena.

WRITTEN COMMENT 2: Tim Martindale, M.D.

Dr. Martindale stated that the current proposal for ramp configuration would not allow access to frontage along his property where he wants to build a new medical clinic

RESPONSE 2: Ramp locations are still being evaluated at this time.

WRITTEN COMMENT 3: Mr. Narlen Evans

Mr. Evans stated that he does not agree with changing the frontage rd. operation to one-way. He suggested making the frontage rd. one-way from the ramp to Main St. so he could drive to Lorena without having to go south to Bruceville and turn around to come back to Lorena. The next best option would be a cross-over at Telephone Rd. Also, ROW should be taken from the east side.

RESPONSE 3: The conversion of all frontage roads is part of our plan to improve safety. A one-way system will eliminate the possibility for a head-on collision at ramp locations. We will make every effort to maintain the most efficient local circulation possible.

WRITTEN COMMENT 4: Ms. Lynae Mennenga

Ms. Mennenga stated concerns about the one-way frontage rd. operation between Old Bethany Rd. and Woodlawn

RESPONSE 4: The conversion of all frontage roads is part of our plan to improve safety. A one-way system will eliminate the possibility for a head-on collision at ramp locations. We will make every effort to maintain the most efficient local circulation possible.



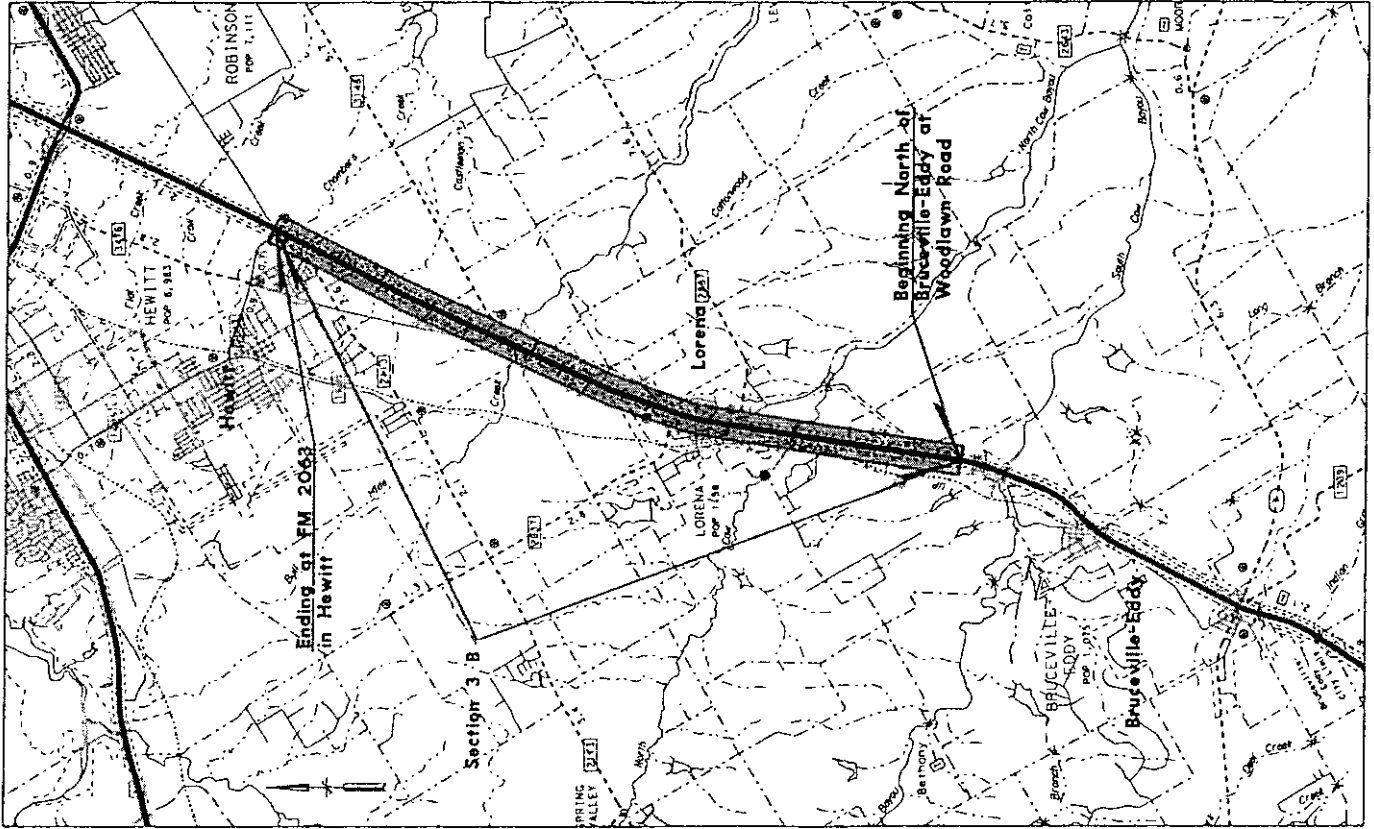
IH 35 Public Meeting
May 8, 2001
Lorena Elementary School
Cafeteria

Section 3
FM 2837 North to FM 2063



Brief Formal Presentation at 7:00 p.m.

The primary purpose for tonight's Public Meeting is to give the public the opportunity to speak with TxDOT (I-35 Project Office) personnel one-on-one. The Department is at a point in the development of this section of the corridor that input is essential for us to progress toward finalization of the schematic.



AGENDA

I. Welcome & Introductions
John Obr, P.E., Project Director

II. Project Development
John Obr, P.E.

III. Project Description
Clark Gauer, P.E.

IV. Public Question/Comment Session

V. Closing
John Obr, P.E.

Thank you for your attendance and input this evening. This is the 2nd Public Meeting to be held concerning the development of the I-35 corridor in this area. This is the last scheduled Public Meeting for this section. A subsequent Public Hearing detailing the proposed expansion in this area will be scheduled for late 2002. The public involvement process will close for this section upon conclusion of the 10-day comment period following the Public Hearing.

To discuss project information contact the Interstate Project Office at the address below. Written comments concerning this project will also be accepted. For these comments to be included in the published public meeting summary they need to be received no later than 10 days after this meeting:

Texas Department of Transportation
801 Austin Avenue, Suite 1030
Waco, TX 76701
(254) 754-8087

Additional information is available at the I-35 project website:
www.i35waco.com

PROJECT DESCRIPTION

PROJECT BACKGROUND

This project is part of the Waco District IH 35 Corridor Improvement Plan which extends 94-miles through Central Texas. These limits extend from south of the Williamson County Line (Approximately 6 miles south of Salado) to the IH 35 EW split north of Hillsboro.

AVERAGE TRAFFIC COUNTS IN LORENA

Year:	1999	2025	2035
Avg. Daily Traffic Volume:	48,500	84,200	98,050

PROPOSED PROJECT

This project will expand the existing highway from four lanes to six lanes which in future construction can be increased to 8 lanes. A concrete traffic barrier will be installed between the northbound and southbound main lanes to increase safety. Additional safety improvements will include converting all frontage roads along the entire corridor from two-way operation to one-way operation and improving the alignment of existing entrance and exit ramps.

PROJECT SEQUENCE

- Fall 2002 environmental clearance is anticipated to be completed.
- Right-of-way acquisition will commence after environmental clearance.
- Early 2003: construction to replace bridges which cross over the IH 35 main lanes:
 - FM 2837 North
 - FM 2837 South
 - FM 3148
- 2004: construction of one frontage road from FM 2837 South to FM 2063 to allow for future reconstruction of the mainlanes.

SUMMARY AND ANALYSIS
IH 35 PUBLIC MEETING
WOODLAWN ROAD TO FM 2837 NORTH
McLENNAN COUNTY

A public meeting was held on Tuesday, May 8, 2001, at the Lorena Elementary School cafeteria in Lorena, Texas. Doors opened at 6:00 p.m. to allow the public to view the displays prior to the meeting. Exhibits included current and proposed typical sections, an environmental constraints map, typical ramp configurations, a layout showing proposed right-of-way lines for two options, and a layout showing proposed alignments for the preferred option. A registration table was located near the front entrance to the cafeteria. Handouts included an agenda/fact sheet with a location map, a written comment sheet, and a Speaker Registration card. Thirty-eight (38) private citizens and three (3) public officials attended the meeting.

John Obr, PE, Director of the IH 35 Project Office, opened the meeting at 7:00 p.m. Mr. Obr explained that the purpose of the meeting was to discuss Interstate expansion from just north of FM 2837 in Lorena to FM 2063. He then introduced public officials, Chiang, Patel & Yerby staff, and TxDOT officials who were in attendance. Mr. Obr addressed the agenda, detailing how attendees could make public comment or question later in the meeting and how written comment could be submitted after the meeting.

Mr. Obr explained that this was the second public meeting for this area, which would be the last scheduled until the public hearing, that would be held in the later part of 2001 or early in 2002. He stated that the public involvement process would be concluded after the ten (10) day comment period following the public hearing. It was explained that the meetings divided the Interstate into smaller sections to reduce attendance so TxDOT officials may interact with the public one-on-one. Mr. Obr then brought attention to the Project Background, Average Traffic Counts, Proposed Project, and Project Sequence sections of the handout before turning the meeting over to Clark Gauer, PE.

Mr. Gauer then provided a summarization from the first public meeting approximately ten months earlier. He reiterated that construction would begin either at the east/west split of the Interstate near Hillsboro working southward, starting in Waco working northward or starting in Waco working southward. When the project starts reconstruction moving southward, the construction in that area is expected to be let in 2003 at the Loop 340 Interchange. Mr. Gauer said that if the preferred option, Option 1 to the east, continues to be developed, the northbound frontage road contract would be let in 2004, with the first construction in the Lorena area occurring in about 2006 from FM 2063 to FM 2837.

Mr. Gauer then spoke on several safety issues relevant to the corridor and how these issues are being addressed. First, he mentioned the conversion of all frontage roads from two-way to one-way. Second, he mentioned that throughout the 94-mile corridor, a traffic barrier would separate the northbound and southbound mainlanes to prevent head-on collisions. Mr. Gauer then addressed that the engineering concept of "clear zone"

which requires thirty (30) feet of right-of-way from the outside of the frontage road to allow for vehicle recovery and which will eventually require some right-of-way acquisition. Finally, he commented about the safety problems with the existing “slip ramp” designs, some of which are only 150 to 200 feet in length. Proposed ramps will be approximately 1000 feet long to conform to federal law at a 50-mph design speed. Mr. Gauer then addressed the need to increase the current distance of approximately 25 feet between the mainlanes and the frontage roads to approximately 60 feet to be able to accommodate the appropriate ramp lengths.

Mr. Gauer elaborated on the traffic management strategy, which must handle 50,000 vehicles per day during construction. By moving the existing centerline on the order of 15 feet to the east or to the west, reconstruction of the Interstate can take place while still effectively handle daily traffic.

Mr. Gauer then explained some of the exhibits on display. He explained that the right-of-way exhibit, which showed proposed property impacts for the two options, with the pink lines representing the 15-foot west option and the orange lines showing proposed right-of-way lines for the 15-foot east option, Option 1. Also on display was a more developed schematic drawing of the preferred technical option, which consisted of the east offset. He stated that the existing right-of-way is currently 274 feet in most places and that the proposed section would require between 350 and 375 feet. Mr. Gauer explained that this would mean that in most areas of the east option, approximately 30 feet of right-of-way on the west side and 70 feet of right-of-way on the east side would have to be acquired. He then offered the attendees an opportunity to find their property on the schematic and have TxDOT explain to them the impact on their property.

Finally, Mr. Gauer explained that the current ramps, which are in a “Y” configuration, would be changing to an “X” configuration in the new design. He stated that this would allow traffic to get onto the Interstate before the intersection and exit the Interstate after the intersection. Mr. Gauer then explained that with the change in ramp configuration would come an issue of “Control of Access”, meaning any property that is along a ramp would be denied driveway access. On the schematic, a blue line would indicate this. Mr. Gauer stressed that the exhibits are working drawings and nothing was set in stone. The meeting was then turned back over to Mr. Obr.

Mr. Obr stated that the exhibits are working drawings and that the environmental document regarding this project is still developing. He asked the attendees to keep in mind that the right-of-way shown would eventually accommodate 12 lanes of traffic, 8 lanes of freeway and 4 of frontage road, although initially only 6 lanes of freeway may be constructed. Mr. Obr stated that this design would handle traffic needs until the year 2025. He also said that right-of-way would be acquired at a cost to the Federal Highway Administration and TxDOT but not until after the public hearing and the environmental process has concluded. Mr. Obr indicated that right-of-way would be acquired in sections so that utility companies will come in and relocate. He stated that the east side would more than likely being acquired first. Mr. Obr indicated that booklets were

available detailing the right-of-way acquisition process and that Bernadette Little, the R.O.W. Agent for the Interstate Project Office, was present to help answer any questions.

Mr. Obr recessed the meeting to allow attendees to allow attendees to review the exhibits and ask questions of the TxDOT and consultant representatives. He requested that anybody wishing to speak after the recess should complete and turn in a speaker card.

After the thirty (30) minute intermission, zero (0) speaker cards were received.

Mr. Obr stated that he had no speaker cards and invited the attendees to speak at that time. No attendees spoke. Mr. Obr stated that citizens were welcome to call/visit the Interstate Project Office to discuss issues personally. He suggested that if anybody else had any questions, representatives would stay a while longer to help answer them. He concluded by again thanking the public for their attendance and thanking the Lorena School District for the use of their facility.

Seven (7) written comments/letters were received after the meeting.

SUMMARY OF COMMENTS
IH 35 PUBLIC MEETING
WOODLAWN ROAD TO FM 2837 NORTH
McLENNAN COUNTY

WRITTEN COMMENT 1: Ms. Linda Graves

Ms. Graves supported the project overall, but was concerned that access to her business (“Just for You Antiques”) would be impacted during construction. She wanted to make sure that TxDOT provided adequate signage directing customers to the city.

RESPONSE 1: The ramp locations are still being studied at this time. We will evaluate all the options with consideration to all affected properties. All exits will be signed in accordance with current policy. Logo signs may be an option for local businesses.

WRITTEN COMMENT 2: Mr. James Geeslin

Mr. Geeslin stated that he represented Extraco Bank and 3 businesses managed by Jamnie Investment Corporation. He stated that the project is acceptable as presented.

RESPONSE 2: No response necessary.

WRITTEN COMMENT 3: Mr. Charlie L. Sullivan

Mr. Sullivan was concerned about the northbound on ramp blocking access to his property. He suggested moving it south approximately 200 ft.

RESPONSE 3: The ramp locations are still being studied at this time. We will evaluate all the options with consideration to all affected properties.

WRITTEN COMMENT 4: Ms. Agnes Warren Barnes

Ms. Barnes praised the meeting and the drawings presented. She stated support for the option of taking right-of-way from the east side of IH 35.

RESPONSE 4: No response necessary.

WRITTEN COMMENT 5: Mr. Edward Barnes

Mr. Barnes praised the meeting and the drawings presented. He stated support for the option of taking right-of-way from the east side of IH 35.

RESPONSE 5: No response necessary.

WRITTEN COMMENT 6: Mr. Hal Pledger

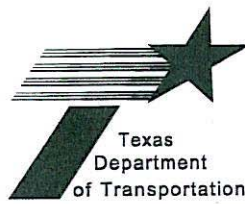
Mr. Pledger stated support for the option of taking right-of-way from the east side of IH 35.

RESPONSE 6: No response necessary.

WRITTEN COMMENT 7: Mr. Cleon Warren

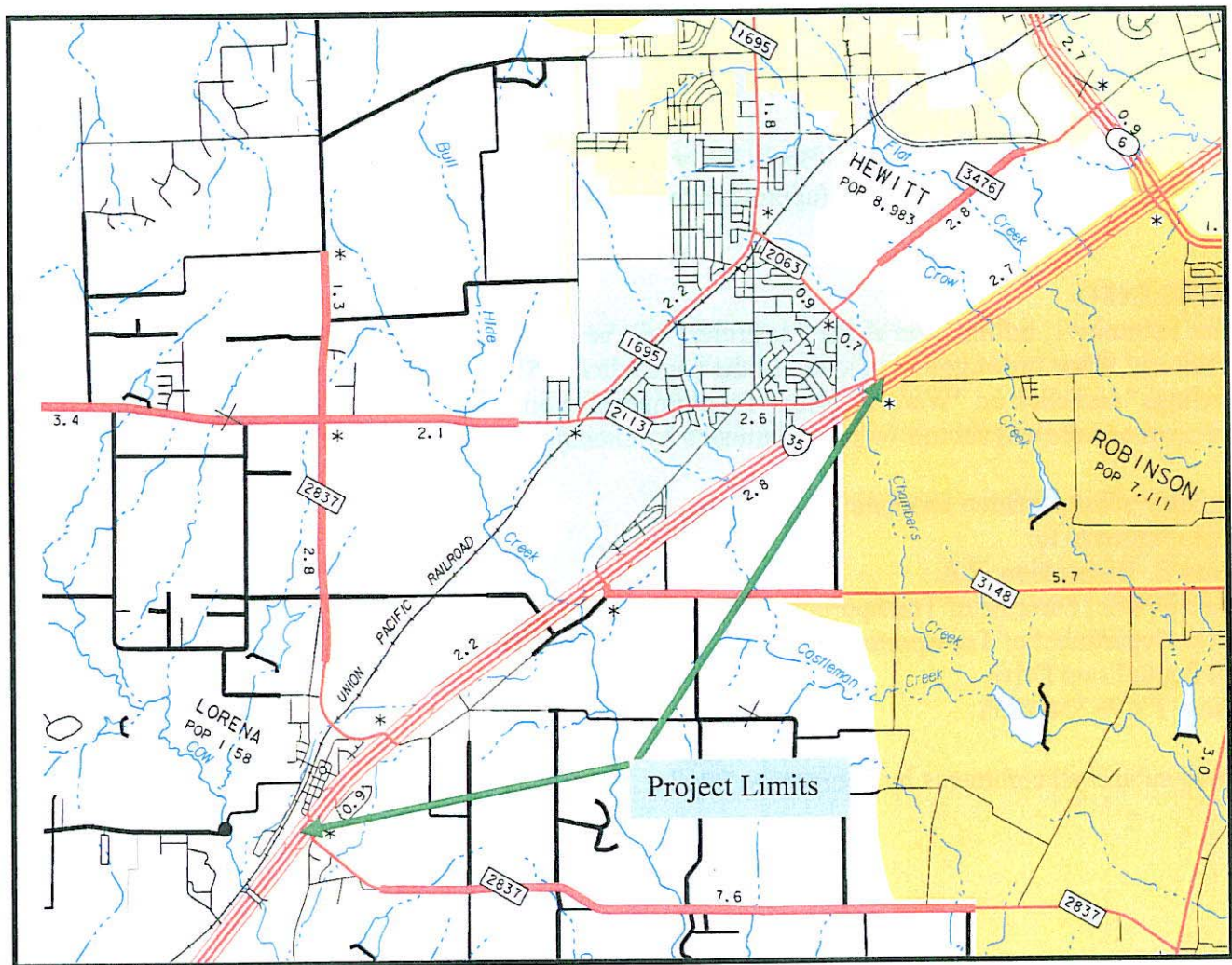
Mr. Warren stated support for the option of taking right-of-way from the east side of IH 35.

RESPONSE 7: No response necessary.



Public Meeting IH 35

From FM 2837 in Lorena to
FM 2063 in Hewitt
January 25, 2007
Hewitt Community Center



Agenda

- Welcome & Introductions – John Jasek, P.E. McLennan County Area Engineer
- Project Description – Alisa K. Polansky, P.E., IH 35 Project Engineer
- Adjourn for Comments and Questions

PROJECT BACKGROUND

The Texas Department of Transportation is in the process of expanding and reconstructing IH 35 through central Texas. This includes 17 projects covering 3 counties for a total length of over 90 miles between the Bell/Williamson county line and the East/West split in Hillsboro. The project being discussed at tonight's meeting extends from south of the S. FM 2837 intersection in Lorena to the FM 2063 intersection at Hewitt.

PROPOSED PROJECT

The proposed project will consist of a six-lane controlled access facility with one-way frontage roads. The estimated cost of construction in current dollars is \$78 million. Additional right of way would be required for the project.

PROJECT SEQUENCE – Anticipated Schedule

- Public Hearing – Fall 2007
- Right of Way Acquisition – Begin Early 2008
- Construction – Begin 2010 (approximately 2-3 year duration)

MORE INFO

After February 1, information about this project will be available on the TxDOT website. Go to the TxDOT website at: www.txdot.gov. At the top of the page, click, "About Us" then click "Public Hearings and Meetings" and click on "Waco District." From this page you can view maps of the design alternatives for the direct connectors and submit written comments by clicking "e-mail us."

You may submit written comments by mail to:

Mail comments to:

Henry R. Richardson, P.E.

Waco District Director of Transportation Planning and Development

Texas Department of Transportation

100 South Loop Drive

Waco, TX 76704-2858

Please submit all comments by February 9, 2007.

IH 35 3B Public Comments																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	Total # of Comments per individual
Comment #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
NAME																		
Beau Nickel	1																	1
Charlie Sullivan							1				1							2
John and Linda Graves - Just for You Antiques		1																1
Mark Ferguson								1										1
Mark McLean			1															1
Mike Montanez - Mid-Tex Frame and Axle				1														1
Unsigned - No return address		1			1	1												3
Janet Holt												1						1
William Adkisson								1										1
Kerry Halliburton													1					1
Shelly Phipps																		1
Hazel Fore									1	1								2
Billy F. Spivey: Genco President															1			1
Neil Ling: Genco Exec Vice Pres															1			1
Christy Garner															1			1
Nancy Boyens					1										1			2
Nancy Ling																1		1
Danny Niedecken																1		1
Michael Patterson																1		1
Glen Kinder															1			1
Stanley Byrd															1			1
Linda Bolin															1			1
Betty Ferguson															1			1
James Todd															1			1
Mercer Buchanan															1			1
Patricia E. Montgomery																1		1
Charles W. McDonald																1	1	2
George A. Montgomery															1			1
Gay L. Horn															1			1
Sharon Sloan															1			1
Deborah Rainer																1		1
Barry L. Sullivan															1			1
Dennis H. Woodard														1				1
Vincent R. Anderson														1				1
Carla's Sign Shop - Ray and Carla Clapper																		
Jon Spelman														1				
Total	1	2	1	1	2	1	1	2	1	2	1	1	1	3	11	9	1	41

Comment 1 Response:	Name and address added to mailing list
Comment 2 Response:	All exits will be signed in accordance with current policy. Logo signs may be an option for local businesses.
Comment 3 Response:	The conversion of all frontage roads is part of our plan to improve safety. A one-way system will eliminate the possibility for a head-on collision at ramp locations. We will make every effort to maintain the most efficient local circulation possible.
Comment 4 Response:	The ramp locations are still being studied at this time. We will evaluate all the options with consideration to all affected properties.
Comment 5 Response:	Since we will not be acquiring extra right-of-way to accommodate a grass median, traffic barriers will have to be used to separate vehicles traveling in opposite directions and prevent head-on collisions.
Comment 6 Response:	No response necessary
Comment 7 Response:	Double-decking IH 35 is well beyond the scope of this project. Not only is it much more expensive to build than the current proposal, it would also take even more right-of-way and limit access (no on/off ramps) from the upper deck
Comment 8 Response:	No response necessary
Comment 9 Response:	Noise analysis was conducted, but no noise abatement measures were considered feasible. It is not possible to include all of the scattered individual residences behind a continuous noise barrier due to the need for driveways.
Comment 10 Response:	TxDOT is evaluating the pros and cons of all the design options taking all the engineering and environmental constraints into account.
Comment 11 Response:	TxDOT is evaluating the pros and cons of all the design options taking all the engineering and environmental constraints into account.
Comment 12 Response:	TxDOT is evaluating the pros and cons of all the design options taking all the engineering and environmental constraints into account.
Comment 13 Response:	TxDOT is evaluating the pros and cons of all the design options taking all the engineering and environmental constraints into account.

Comment 14 Response: TxDOT is evaluating the pros and cons of all the design options taking all the engineering and environmental constraints into account.
Comment 15 Response: TxDOT is evaluating the pros and cons of all the design options taking all the engineering and environmental constraints into account.
Comment 16 Response: TxDOT is evaluating the pros and cons of all the design options taking all the engineering and environmental constraints into account.
Comment 17 Response: TxDOT is evaluating the pros and cons of all the design options taking all the engineering and environmental constraints into account.